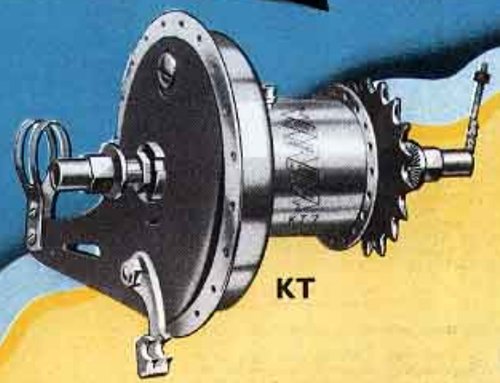
STURMEY-ARCHER

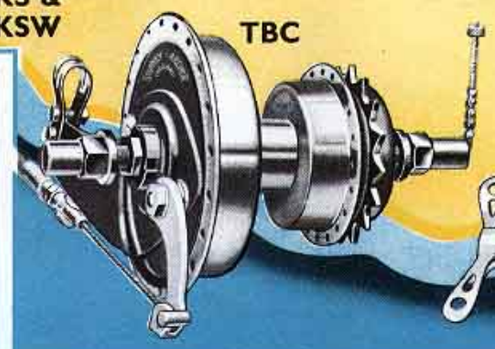
AIDS TO CYCLING



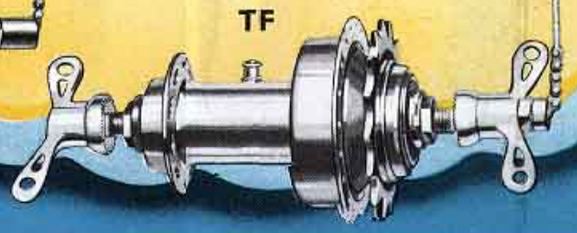
KT

BFC

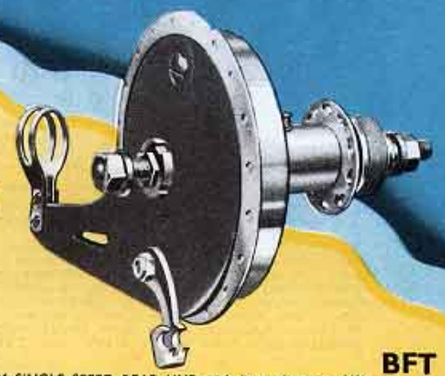
KS & KSW



TBC

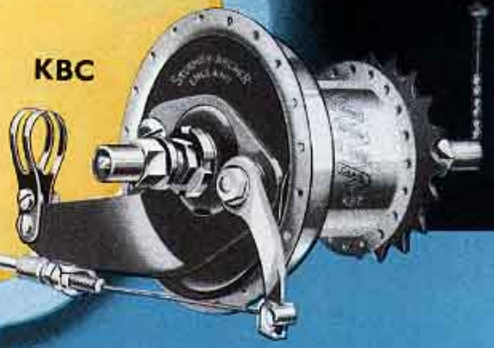


TF



BRT

BFT



KBC

BRC

KT TANDEM STANDARD WIDE RATIO 3-SPEED HUB. Fitted with internal expanding brake with large diameter (4¼) brake drum. Operated by cable-cum-rod brake control. 33⅓% increase from normal to high and 25% decrease from normal to low. Suitable for all types of tandems.
KTC Tandem 3-speed hub as above but with cable brake control.
KT and KTC hubs can be supplied with 1½" or 1¾" chain lines.
Supplied loose (additional charge for fitting) .....
When fitted as an extra on a new machine .....

BFC FRONT HUB WITH INTERNAL EXPANDING BRAKE and cable control, suitable for sports and sports tourist machines.
BF hub similar to BFC but having rod brake control and suitable for tourist and roadster machines.
Supplied loose (additional charge for fitting) .....

KS CLOSE RATIO 3-SPEED GEAR. Designed to meet the exacting demands of clubmen and other enthusiastic wheelers, particular attention has been paid to keeping the weight down.
A splined sprocket facilitates quick removal to enable a different size sprocket to be fitted to provide a variation in ratios. Wing nuts and quick release connections are standard fitments. The gear ratios give an increase of 12.5% from normal to high, and 11.1% decrease from normal to low.
Suitable for clubmen and riders of all types of sports machines and tandems.
Supplied loose (additional charge for fitting) .....
When fitted as an extra on a new machine .....

KSW MEDIUM RATIO 3-SPEED HUB. This is the same type as the KS but with slightly wider ratios, giving 16.6% increase from normal to high and 14.3% decrease from normal to low. Suitable for clubmen and riders of all types of sports machines and tandems.
Supplied loose (additional charge for fitting) .....
When fitted as an extra on a new machine .....

K STANDARD WIDE RATIO 3-SPEED HUB. Of similar pattern to the original Sturmey 3-speed hub, the gears of the K hub are always in mesh, and are entirely dustproof. A water-excluding device prevents the ingress of moisture, and the whole mechanism runs in oil. Gear changing is simplicity itself. A glance at the table relating to this hub will show what a wide variety of ratios are available. The gear ratios provided give an increase of 33⅓% from normal to high and 25% decrease from normal to low.
Suitable for tourist, sports and all types of roadster and tandem machines.
Supplied loose (additional charge for fitting) .....
When fitted as an extra on a new machine .....

T 2-SPEED HUB with free wheel, suitable for all types of solo or tandem machines.
TF. Similar to T but with fixed sprocket, suitable for clubmen and riders of all sports machines and tandems.
Supplied loose (additional charge for fitting) .....
When fitted as an extra on a new machine .....

TBC 2-SPEED HUB WITH INTERNAL EXPANDING BRAKE and cable control with free wheel, suitable for sports, tourist and tandem machines.
TBFC. Similar hub to TBC but with fixed gear, suitable for sports and tandem machines.
TB. 2-speed hub with internal expanding brake, free wheel and rod control. Suitable for tourist, roadster and tandem machines.
TBF. Similar hub to TB but with fixed gear.
Supplied loose (additional charge for fitting) .....
When fitted as an extra on a new machine .....

BRC REAR SINGLE SPEED HUB WITH INTERNAL EXPANDING BRAKE and cable control. Suitable for sports and sports tourist machines.
BR hub similar to BRC but having rod control and suitable for tourist and roadster machines.
BRD hub similar to BR but suitable for use in conjunction with derailleur gear.
BRCD hub similar to BRC but suitable for use with derailleur gear.
Supplied loose (additional charge for fitting) .....

BRT TANDEM SINGLE SPEED REAR HUB with large diameter (4¼) brake drum. Operated by cable-cum-rod control.
BRTC Tandem single speed rear hub as above, but with cable brake control.
Both BRT and BRTC hubs are made suitable for fitting derailleur gear.
Suitable for all types of tandems.
Supplied loose (additional charge for fitting) .....

BFT TANDEM FRONT HUB with internal expanding brake with large diameter (4¼) brake drum. Operated by cable brake control.
Suitable for all types of tandems.
Supplied loose (additional charge for fitting) .....

KBC STANDARD WIDE RATIO 3-SPEED HUB WITH INTERNAL EXPANDING BRAKE WITH CABLE CONTROL. Suitable for tourist, sports and all types of roadster machines. Riders greatly appreciate the many advantages of the Sturmey-Archer Expanding Brake 3-speed Hub. The Brake ensures perfect control of one's machine, and the range of gears make riding a continuous pleasure. The Gear ratios give an increase of 33⅓% from normal to high and 25% decrease from normal to low.
KB similar to KBC but fitted with rod brake control and suitable for tourist and all types of roadster machines.
Supplied loose (additional charge for fitting) .....
When fitted as an extra on a new machine .....

T., TF., TB., TBF., TBFC., 2-SPEED RATIO GEAR TABLE

LOW GEAR GIVES 25% REDUCTION FROM NORMAL

Chain Wheel	Hub Sprocket	26 in. Wheels Low	26 in. Wheels Normal	28 in. Wheels Low	28 in. Wheels Normal	Chain Wheel	Hub Sprocket	26 in. Wheels Low	26 in. Wheels Normal	28 in. Wheels Low	28 in. Wheels Normal
40	15	52	69.3	56	74.6	46	15	59.8	79.7	64.5	85.9
	16	48.8	65	52.5	70		16	56.1	74.7	60.4	80.5
	17	45.9	61.2	49.5	65.9		17	52.8	70.3	56.9	75.8
	18	43.4	57.8	46.7	62.2		18	49.8	66.4	53.7	71.5
	19	41.1	54.7	44.2	58.9		19	47.2	62.9	50.9	67.8
	20	39	52	42	56		20	44.9	59.8	48.3	64.4
42	15	54.6	72.8	58.8	78.4	48	15	62.4	83.2	67.2	89.6
	16	51.2	68.2	55.2	73.5		16	58.5	78	63	84
	17	48.2	64.2	51.9	69.2		17	55.2	73.5	59.4	79.1
	18	45.6	60.7	49	65.3		18	52	69.3	56.1	74.7
	19	43.2	57.5	46.5	61.9		19	49.3	65.7	53.1	70.7
	20	41	54.6	44.1	58.8		20	46.8	62.4	50.4	67.2
44	15	57.3	76.3	61.6	82.1	50	15	65	86.7	70	93.3
	16	53.7	71.5	57.8	77		16	61	81.3	65.7	87.5
	17	50.5	67.3	54.4	72.5		17	57.4	76.5	61.8	82.4
	18	47.7	63.6	51.3	68.4		18	54.2	72.2	58.4	77.8
	19	45.2	60.2	48.6	64.8		19	51.3	68.4	55.3	73.7
	20	42.9	57.2	46.2	61.6		20	48.8	65	52.5	70

THE ABOVE TABLE SHOWS THE COMPLETE RANGE OF RATIOS AVAILABLE WITH FIXED SPROCKETS. THESE MAY BE OBTAINED WITH 15 TO 20 TEETH INCLUSIVE. IF A FREE-WHEEL IS DESIRED, ONLY THE STANDARD SPROCKETS OF 16, 17, 18, 19 AND 20 TEETH GIVING THE RATIOS SHOWN ABOVE ARE OBTAINABLE.

LUBRICATION AND SIMPLE ADJUSTMENT LEAFLET WILL BE SENT ON APPLICATION.

THE GEARS THAT MAKE CYCLING EASY — AND THE BRAKES THAT MAKE CYCLING SAFE